MARINE REVIEW.

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Lake Freight Matters.

A most important announcement to the iron trade is contained in advance reports from the American Iron and Steel Association, showing that for the first time in several months stocks of pig iron throughout the country show a decrease of about 6,000 tons in April. The decrease is not large and is important only as showing a turning point in a surplus that has been a load on the market. Anything in the way of improvement in the pig iron trade will, of course, tend to strengthen the iron ore market, but as yet there is nothing encouraging from the producers in the lake region. While it is admitted that close to 5,000,000 tons of Lake Superior ore has been sold for this season's delivery, and that there are now some small sales being made from day to day, with a demand for all the Bessemer ore that can be produced, there is still a depression in the market for non-Bessemers that is most discouraging to everybody concerned. There is no denying the fact that some non-Bessemer mines in the lake district have not as yet sold any ore, although they go on producing in some cases on borrowed capital, while their product is often of the kind that is the last to find a market at any price.

From this it will be seen that present rates of lake freight on ore, as well as the lake freight market in general, are upheld mainly by the active grain movement that has prevailed since the opening of navigation, and partly by an urgent demand for soft coal in the northwest where stocks were so well cleaned up this spring. It may be the fortune of the vessel owners that by the time the present grain movement begins to lag—it seems too good a thing to hold out very long—improvement in iron circles will cause a demand for more ore. This case was reversed last fall when an enormous demand for vessels to take grain came to the rescue of an idle ore carrying fleet, but no matter what turn the freight movement down the lakes may take, it is quite certain that heavy coal shipments to the northwest will be an important factor in the market. A restriction of hard coal shipments from Buffalo will only result in a more active trade later on. Soft coal from Ohio ports is now paying 50 cents to Chicago, Milwaukee, Green Bay and Manitowoc and 55 cents to Racine and Sheboygan. Even at these rates vessels can afford to, and are, going up light in some cases for the present, and it is as well as settled that the number of cargoes taken for Duluth or Superior under 50 cents will be limited for some time to come. A block of Manitowoc coal offered on the market for several days past at 45 cents has not found a contract and the feeling generally as to coal freights is strong.

Jeremiah Simpson on the Deep Channel.

In closing a very strong argument in the House of Representatives last week in favor of the twenty-foot channel appropriation in the river and harbor bill, Hon. Jeremiah Simpson of Farmers' Alliance fame, said:

"There is one other point to which I wish to call attention in connection with this appropriation. There is a way to avoid coming down from Lake Huron through the River St. Clair and Lake St. Clair. It is not necessary to pass through Lake Erie at all in order to get your great wheat crop and your corn crop to Europe. The natural outlet, the one that the great Creator has marked out, if men had the enterprise and the statesmanship to utilize it, is the route crossing the head of Lake Huron into the Georgian bay, and then, by a small expenditure for a few short canals to connect a few lakes and rivers, you can enter the head of Lake Ontario and go down that lake and down the River St. Lawrence by that great natural water way, saving 600 miles of lake navigation and coming out 1,500 miles nearer to the markets of Great Britain. But by an enlightened policy or system which would open up friendly relations with foreign countries, we would say to the Canadian people, 'Come in under the American flag; join us under a common government, and let us be one people.' Then we could avail ourselves of those great opportunities which the Creator of the universe intended us to enjoy."

Question of Water at St. Mary's Falls Canal.

It is not necessary to go into detail to show that a difference of a few inches in the draft to which vessels are permitted to load in passing through the St. Mary's Falls canal is a matter of the greatest importance to the vessel interests, involving as it does the loss or gain of thousands of dollars in the aggregate on freight charges. Especially is this important with vessels now taking advantage of remunerative grain freights between Duluth and Buffalo and also the large amount of tonnage engaged in carrying iron ore on season contracts between the head of Lake Superior and lower lake ports. It was on this account that a meeting of the finance committee of the new Lake Carriers' Association, held in Cleveland on Tuesday last, was very largely attended. This subject was taken up, and it was agreed that a committee representing the association should investigate the whole matter very thoroughly by visiting the canal and also through a consultation with Gen. O. M. Poe at Detroit. The discussion was very earnest but due regard was shown throughout for the esteem in which the vessel interests hold Gen. Poe and his efforts at all times to do all in his power for the advancement of lake shipping. The fact that reports from the canal for some time past have warned vessel masters not to load below 13 feet 6 inches, the stage of water being regularly reported at that figure when temporary changes, at least, might be expected to occur, was thought to be very strange, and the opinion freely expressed was that officers in direct charge of the canal may be over-zealous in their efforts to guard against accidents. The committee appointed, accordingly, consists of Capt. James Millen of Detroit, Capt. Alex. McDougall of Duluth, H. A. Hawgood and Capt. Thomas Wilson of Cleveland and C. H. Keep of Buffalo. These gentlemen will go to Detroit and Sault Ste. Marie within a few days and will pursue an investigation in accordance with the desires of the association.

A Valuable Publication.

The year's naval progress in all parts of the world will be set forth in the forthcoming annual of the office of naval intelligence, Washington, D. C. There will be notes on ships and torpedo boats, by Lieutenants Fox and Colwell; notes on machinery, by Assistant Engineer William A. Alderdice; notes on personnel, by Lieut. Peters; notes on electricity, by Lieut. Blondin; naval manoeuvers in 1891, by Lieut. Rogers, and standard books of naval subjects, by Lieut. Mitz. The publication will be put to press in a few weeks and will be ready for issue early in July. The work is being prepared by Commander Charles H. Davis and his corps of assistants.—American Shipbuilder.

CHICAGO LAKE INTERESTS.

WESTERN OFFICE, MARINE REVIEW,
No. 13 Western Union Building, CHICAGO, Ill., May 12.

Capt. P. W. Egan and Capt. Biemel arrived here Tuesday and opened the new shipping office of the Lake Carriers' Association. The Seamen's Union claims to have captured all the Knights of Labor who came here early in the spring, and to have every sailor competent to man a boat now within its ranks. What the new shipping office is going to do for men is not yet plain. In establishing the rate of wages at $1.75 per day the committee may have done what was best, but it seems that it would have been better policy to have taken the union rate of $2 as the basis at the outset. By the treaty between the Knights of Labor and the vesselmen early in the season wages would have now been $1.87½, owing to the advance in lumber freights. Had the new shipping office paid as much wages as the union rules for the employment of crews, some inroad might have been made upon the Seamen's Union. As it is, non-union sailors must now be imported from the Atlantic coast, and the lake carriers put to a very heavy expense for police protection. This police protection will not be for a day, but must be kept up until the last boat arrives next December.

Grain freights have been in a very unsatisfactory state all the week. The movement of grain has continued very light, and what is worse, there does not seem to be much for an immediate improvement. Bad roads in the country have held the corn back, while wheat is not selling in any considerable quantity. It may be that by June 1 grain will begin to move at the rate of 2,000,000 or 3,000,000 bushels a week, but until that time it seems destined to go in driblets.

It is the hardest thing in the world to make railroad reporters understand that lake rates are not fixed by vote, but that they depend on an endless auction between vesselmen and shippers. The Chicago papers of Tuesday, and nearly all the papers of the country taking the Associated Press, announced that the New York Central had contracted for 2,000,000 bushels of wheat from Duluth to New York at 7½ cents per 100. Even after the fact that the lake rate from Duluth to Buffalo was 3½ cents a bushel, these gentlemen of the press could not understand how it would be impossible for steamboats to cut the open lake rate by nearly 50 per cent. It was past their comprehension that lake freights are staple commodities, depending upon demand and supply, and that there was no such thing as cutting rates on the parts of vessel owners in the sense that railroads cut rates. All this, however, is not surprising after one has read in a marine journal, published on the Atlantic coast, that the new Lake Carriers' Association was organized to maintain steady freight rates.

Chicago has had the greatest time for many years with the freshet in the river, which caused a heavy current several days towards the lake. That some boat was not sunk is to the credit of the tug lines. The experience of this time shows that a very little current in the Chicago river will make it unnavigable. Any attempt on the part of the drainage people to force through the river even a fraction of the amount of water they now figure on will make Chicago unsafe for vessels, both large and small. It has been bad enough to navigate Chicago river when there was no current at all, but with all the bends and crooks and narrow places a current of two miles an hour makes it necessary to put two tugs even on the small schooners. When it comes to a current of three or four miles an hour the big carriers cannot get around at all, for they fill up the entire river at many places and serve as a virtual dam to the flow of water. No easier way can be found to drive the boats out of the river and have permanent bridges than for the drainage people to force 300,000 cubic feet of water through the south branch, as they now propose to do.

A 15-Mile Pig Iron Carrier.

Special Correspondence to the MARINE REVIEW.

DETROIT, Mich., May 12.—Pioneer is the word used to designate one who arrives first in a certain part of the country, and there may be some significance in applying that name to the Detroit Dry Dock Company's, No. 107, launched from the Wyandotte yard, Saturday afternoon, for the Cleveland-Cliffs Iron Company. Predictions don't make a fast boat, but fine lines and plenty of power do. Her dimensions are 242 feet over all, 225 feet keel, 35 feet beam and 18 feet depth of hold, while her engines will be 20, 33 and 54 inches by 42 inches stroke. The steam for them will come from two 12 by 12-feet boilers, to which Howden's system of forced draft will be applied. This is the system used in naval work, and the results in lake freight carriers will be watched with interest. There is no doubt but that there will be sufficient steam for the engines, and plenty of steam for engines of that size in a hull, having a co-efficient of fineness of 80 per cent., will bring a result of at least 15 miles an hour. The boat will carry about 1,800 tons of pig iron. Three radial cranes reaching over three hatches will be used to hoist the iron from the hold and lower it to the dock. When unloaded the cranes will be lowered to the deck. Arrangements for rapid loading have been made and it is expected that the Pioneer will make astonishing trip time between Marquette and Cleveland. She will have but one spar forward, and the texas and pilot house will also contain new features. Some very nice work on the plating was noticed before she went into the water. Monday the boat was towed to the Orleans street dock to get her engines, which are the Dry Dock Engine works' No. 169.

The Swain Wrecking Company will feel the loss of the Saginaw, which burned to the water's edge at Windsor, Friday morning, as much as if she had been valued ot three or four times $12,000. Her earnings last season were more than that of the average wrecking tug, and now that she is lost it will be somewhat difficult to find anything to take her place. Contracts with line boats and vessel owners make it necessary to purchase a new boat. Inquiries have been made in Kingston and other Canadian ports and it is expected the company will have another boat within a week or two. The purchase of a Grand Trunk car ferry formerly in use at Port Huron was considered but the boat had too much beam. The Saginaw was built in 1868 and used as a car ferry between Sarnia and Port Huron. She had an excellent wrecking outfit aboard and was insured for $8,000. A new 14-inch pump, built for the Swain company according to their designs by Worthington, New York, was tested here Tuesday and then shipped to the Favorite, located at the straits.

Canadians Not Disturbed Over the Canal Question.

Special Correspondence to the MARINE REVIEW.

KINGSTON, Ont., May 12.—The dispatch from Washington which states that the United States government may charge Canadian bottoms that pass through the Sault Ste. Marie canal tolls by way of retaliation is being discussed by mariners. They think that such a levy will never be made, and for this reason: In about two years the Canadian Sault will be finished. It will be the finest channel on the continent and will have a lock 900 feet long that will accommodate six vessels at once. The canal will save much time and give Canadian way the preference. This being the case, American captains will desire to use it, but the levying of tolls as hinted would not improve their position when the new channel is finished.

The Richelieu & Ontario Navigation Company is going to get ahead of the government. Their new steamer Columbia, which was launched last week in Pennsylvania, will be taken to Nova Scotia and registered as a Canadian bottom, after which she must be admitted into Ontario free of duty. The company will thus save thousands of dollars. The Columbia has two screws and is built to run 18 miles an hour, with a draught of only five feet.

After several years of agitation the government decided to erect a range lights in the harbor here. Last week the iron for the work arrived and a few days ago men began the work of construction. The first one was being placed on Barriefield common, which is owned by the militia department, but early in the day Col. Catton of A battery, ordered the work to be stopped, claiming that before the light could be erected the consent of the minister of war would have to be obtained. Work was consequently stopped. During the night the propeller Argonaut arrived from Chicago and ran on the lower shoal where she remained till lightered of 20,000 bushels. Had a gale been blowing she would have sustained damages. The captain states that had the lights been in position he would have escaped the shoal.

The new buoys just placed in the harbor are spars 20 feet long showing 6 feet above water. The depth of water on the Carruthers and Point Frederick shoals is from 11 to 14 feet, and between Point Frederick to the tower 16 to 18 feet. The harbormaster reccommends that heavily laden vessels take the course between the dry dock and the Carruthers shoal.

The Donnelly Wrecking Company raised the schooner A. G. Ryan, ashore in 20 feet of water near Deseronto, in thirty hours, which was very quick work. They are now going to raise the sunken steamer Rothesay, which has been under water for some time.

The schooner Mystic Star sunk at Oswego has been raised. There are many large boulders in the river at Oswego, turned up and left there by the contractors who were blasting. They make navigation very dangerous.

Construction of Naval Vessels on the Lakes.

Special Correspondence to the MARINE REVIEW.

WASHINGTON, D. C., May 13.—Secretary Tracy has informed the Senate, in answer to a resolution asking whether bids for the construction of any naval vessels on the great lakes had been rejected for any reason other than those followed by the department, that in only one case has this been done, and that was the bid for the construction of the naval practice ship, the contract for which was given to a firm whose bid was $5,000 higher than that made by a Bay City, Mich , shipbuilder, on the ground that existing stipulations would not allow the department to award a contract for the construction of a warship on the great lakes. Two other proposals have been received from ship builders of the lakes to construct small vessels for the navy, but in both instances they were rejected because eastern firms bid lower.

Senator Sherman in a recent interview said that he supposed the government never put its money into a single thing to promote wealth among many people, like the Sault Ste. Marie canal. Upon being asked if a canal would be constructed between the Ohio river and the lakes, as the Pittsburghers are demanding, he expressed his opinion in the negative, and said: "I do not believe that a ship canal north and south will ever be built in this country. The railroad system of the United States has been our greatest benefaction. In my youth, wheat was wagoned from central Ohio to Lake Erie to be sent to Buffalo, thence through the Erie canal. The railroads now carry coal cheaper and faster from the Ohio valley to the lakes than a ship canal could. Nearly all the canals in Ohio have been practically abandoned and superceded by railroads."

Iron Mining.

VALUE OF LEADING STOCKS.

Quoted by Chas. H. Potter & Co., No. 104 Superior St. Cleveland, O.

Stocks.	Par Value.	Bid.	Asked.
Cleveland-Cliffs Iron Company	$100 00	$.....	$ 75 00
Champion Iron Company	25 00	.....	.....
Chandler Iron Company	25 00	.....	45 00
Jackson Iron Company	25 00	.....	100 00
Lake Superior Iron Company	25 00	44 00	47 00
Minnesota Iron Company	100 00	.....	77 00
Pittsburg Lake Angeline Iron Co	25 00	.....	152 00
Republic Iron Company	25 00	.....	21 00
Ashland	25 00	.....	46 00
Section Thirty-three	25 00	.....	7 00
Brotherton	25 00	.....	2 50
Iron Belt	25 00	2 15	2 25

The Engineering and Mining Journal says: "The grade of Mesaba ore as it will be shipped will probably run from 57 to 60 per cent. iron and a good deal of it will carry phosphorus with the Bessemer limit of .01 P. to each per cent. of iron. An experienced and careful mining expert who is himself largely interested on the range, gives us the following estimates of the ore: Hale mine, about 58 per cent. Fe, .080 P; Kanawha, Cincinnati & Canton, 60 Fe, .040 P; Biwabic, 58 to 59 Fe, and .080 to .090 P; McKinley, 58 to 59 Fe, .045 P; Mesaba Mountain, one shaft in ore 61 Fe, .030 P; Mountain Iron Company, 58 Fe. and .040P. All other mines are mere 'prospects.' The Biwabic Canton and Cincinnati are large mines that could probably produce after the first year 250,000 to 500,000 tons a year. The Hale, Kanawha, McKinley and Mountain are smaller, with a prospective capacity of 75,000 to 100,000 tons a year. The others are very small."

An interesting paper on American iron ore deposits has been prepared by John Birkinbine, president of the American Institute of Mining Engineers, for the journal of the British Iron and Steel Institute. This paper was prepared with special reference to the localities visited by the members of the institute when in this country in the fall of 1890, and much interesting information has been embodied in it. Mr. Birkinbine describes in a general way in his paper the different ranges in the Lake Superior district and presents also some detail regarding development and shipments from the Chapin, Colby, Ashland, Aurora, Michigamme, Champion, Republic, Cleveland, Lake Superior, Jackson, Queen and Prince of Wales mines.

Mr. Charles L. Lawton, superintendent of the Platt Mining Company's mine on the Cascade, Marquette range, has recently sent to Crystal Falls specimens of the purest hematite ore ever unearthed in the Lake Superior basin. An analysis of the ore shows it to run 69.72 in metallic iron, .042 in phosphorous and .51 silicia. A specimen of this ore will accompany the Lake Superior mineral exhibit to the World's Columbian Exposition. Mr. Lawton was formerly a resident of the Crystal Falls district. —Diamond Drill, Crystal Falls.

Ohio democratic politicians who are interested in the Ohio Mining Company seem to be spending most of their time on the Mesaba range of late. A party on the range last week consisted of ex- Governor James E. Campbell, ex-Lieut. Governor W. V. Marquis, Dr. J. A. Norton, railway commissioner, A. W. and A. L. Thurman, E. D. Sawyer, C. Nester, P. Bartlett, H. E. Recker, McE. Dunn, Price McKinney and Benjamin Wanner.

The management of the Volunteer company, Marquette range, has discharged 250 employees. The men laid off were miners and surface men, and only 100 men are retained. This step was taken by the owners of the mine because of the large amount of ore now in stock unsold. The stock piles are estimated to contain 115,000 tons.

Proposed New Fog Signals.

While the bill now before Congress for light-house measures on the lakes was being prepared, experiments were being conducted at the light-house depot, Staten island, New York, with an instrument for producing sound-fog signals, and it was, and is yet, thought it is possible that this instrument may be introduced in place of steam fog-signals. The bill called for steam fog-whistles, thus limiting the light-house board to a particular kind of fog signal. These are costly to install and expensive in operation, whereas, if the instrument spoken of as now being experimented upon proves successful, fog-signals can be introduced and operated quite as effectively and at much less cost of installation and operation. It was on this account that the bill was changed so as to provide simply for fog-signals instead of steam sirens. A letter from the board on the subject says:

"Major Heap, the engineer of the third light-house district, conceived the idea of coupling together three entirely different machines, namely, a hot air engine, a siren and a blower, to see what the result would be, and what changes in any or all of the machines might be necessary to obtain a thoroughly satisfactory fog-signal. Major Heap is still experimenting, and has not yet gone beyond a point where the experiments promise very well for the future, but the actual use of the signal at a light-station and in foggy weather is the only practical test on which the board would feel authorized to work. But as the experiments so far are promising very well, and as the cost of putting the machines up in the first place would be greatly diminished and the expenses of running them would be very much less than the ordinary steam whistle, and the result obtained probably quite as good, the light-house board naturally desires to reserve to itself the opportunity of using the better signal, in case actual use demonstrates its superiority. Had the bill passed with the words 'a steam fog-whistle,' the board would have been debarred from putting in any improved form of apparatus, as the effect of limitations of that nature is always held by the accounting officers of the treasury as being binding, and as admitting no improvement or change, no matter how much better apparatus may be found after the passage of the bill."

To Suggest Changes in Steamboat Laws.

When Senate bill No. 1,755, the obnoxious Frye measure proprosing regulations for steam vessels, was before the commerce committee of the Senate some time ago, several meetings of marine organizations were held at No. 50 Wall street, New York, to protest against the bill and to provide for opposition to legislation of this kind in the future. The organizations represented at these meeting were the National Board of Steam Navigation, Board of Trade and Transportation of New York, New England Association of Boiler Manufacturers and Iron Ship Builders, Marine Boiler Builders of New York and vicinity, United States Standard Steamship Owners', Builders' and Underwriters' Association of New York and branches No. 50, 56 and 69 of the Marine Engineers' Beneficial Association. Representatives of these organizations met again in New York last week and adopted the following resolution:

Resolved: That it is the sense of this meeting that the interests of the merchant marine can be best served by the consideration, by the various associations here represented, of such portions of the business in which they are interested, and the preparation by such association of such changes therein as they may consider of advantage; and further, that it is the sense of this meeting, that such changes should be put into final shape before December 1, 1892, that they may be properly presented to the board of supervising inspectors at their next annual meeting in January, 1893.

St. Mary's Falls Canal Traffic.

The St. Mary's Falls canal was open ten days in April and the freight movement in that time amounted to 256,977 net tons, of which 162,504 tons was westbound and 94,473 tons eastbound. The westbound traffic exceeded the eastbound for the reason that ports at the head of Lake Superior were closed by ice for some time after the opening of the canal. Shipments through the canal for the period named were divided as follows: Westbound—Coal 151,495 tons, manufactured iron 119 tons, salt 17,842 barrels, unclassified freight 8,214 tons. Eastbound—Flour 67,250 barrels, corn 31,000 bushels, wheat 2,042,114 bushels, iron ore 19,485 tons, lumber 1,563,000 feet, unclassified freight 3,778 tons.

Two of the light-ships, Nos. 52 and 54, building at the yard of Wheeler & Co. West Bay City, for service on the Atlantic coast, were launched at the same time on Saturday. Some novelty attached to the ropes being severed and the two boats sliding down the ways at the same moment.

Canal Toll Question.

In the Canadian and American newspaper discussion on the question of canal tolls, regarding which a message to Congress from President Harrison is expected shortly, one very important point is lost sight of. No one with a knowlenge of treaty relations will claim that it is the intention of the United States government to charge direct tolls on Canadian vessels or their cargoes passing through the St. Mary's Falls canal, while allowing vessels of the United States to pass free of tolls. Tolls can be collected at the St. Mary's Falls canal, however, on cargoes bound to Canadian ports, whether in American or Canadian vessels, and the system of collections so arranged as to act as a measure of retaliation for the system now in vogue on the Welland and St. Lawrence canals.

That the state department has recommended to the president retaliatory measures toward Canada on this account there is now no doubt. A settlement of this canal question is undoubtedly brought up now by the recent report of the sub-committee of the Senate finance committee. This sub-committee visited a number of cities lying on and near our eastern and northern boundaries, and much complaint is made in its report of discrimination on Canadian canals.

Elected New Officers.

At a recent directors' meeting of the Chicago Ship Building Company the following officers were elected: Emmons Blaine, president and treasurer; Norman Williams, vice-president; O. R. Sinclair, secretary and assistant treasurer; W. I. Babcock, manager. The stock in the Chicago company held by stockholders of the Globe Iron Works Company, Cleveland, was sold. Other stock held in Cleveland remains in the same hands. One of the directors of the new company is Mr. H. H. Porter, an official of the Illinois Steel Company, and it is understood that the majority of the stock is held by parties connected with that company. The Chicago company will soon launch the Minnesota boat building there. In addition to that they have the Cadellac on the stocks.

Equal Wrecking Privileges.

President Harrison will in a few days be called upon to perform the pleasant duty of announcing that hereafter reciprocal wrecking privileges will prevail in all waters of the United States contiguous to Canada. A bill for reciprocity in wrecking received the royal assent in the Canadian senate on Tuesday last. A similar measure was passed by the last Congress of the United States to go into effect with the announcement from the president that Canada had taken like action. The Canadian act, which is the same as that of the United States, provides that United States vessels and wrecking appliances may render aid and assistance to any vessels and property wrecked, disabled or in distress in the waters of Canada contiguous to the United States and nothing in the customs or coasting laws shall restrict the salving operations of such vessels.

Ocean Traffic by the Erie Canal.

Mr. Edward F. North writes a patriotic article in the May Forum on "Ocean Traffic by the Erie Canal." He seriously deprecates the St. Lawrence outlet as being un-American and therefore unwise. Yet he fairly estimates the difficulties that confront the advocates of an enlarged Erie canal, without, however, properly emphasizing the alternative that confronts the people of New York City in case they continue to be controlled by the dock and railroad interests of that place and Buffalo. Merely on the present grain traffic of nearly 30,000,000 bushels that passes through the Erie canal in its present "slow" condition, there is an annual economy of over $7,000,000; and if the rest of the 40,000,000 bushels that was received at New York had been carried by canal there would have been a further saving of $9,000,000. Yet if all the grain that reaches Buffalo was carried eastward by canal, the railroads would soon find other traffic to replace it, and probably at much more remunerative freight rates. However, that has been repeatedly gone into of late, and the whole question for New York to consider is, is the traffic worth anything to the people of that state? If it is, then they can afford to enlarge the Erie canal at their own expense, and that as speedily as possible. If in their judgment it is not a desirable traffic, how can they blame the people of the west for seeking an outlet through a land anxious to have it do so? Whatever may be said of the Canadians, they have enough of the seacoast nature in them to have a thorough appreciation of the value of the shipping interest. And they have already discovered that if a fourteen-foot vessel could pass from the head of Lake Superior or Chicago to Montreal with a cargo intact, and back again, Canadian vessels would have the same chance at the great lakes' grain and flour trade out and importing trade in that American vessels have. They may therefore reasonably be expected to push the St. Lawrence canals with unusual vigor, notwithstanding the open opposition of the Canadian Pacific and the Grand Trunk Railways. And if they actually complete their proposed canals within the present century, both Buffalo and New York will find their European ship-carrying business cut off abruptly. In that case, nothing but an enlarged Erie canal can save them, and it is not probable they will be wise in time.

Canal Surveys.

The Senate has passed the bill appropriating $40,000 to pay the expenses of a survey of a route for a ship canal to connect the waters of Lake Erie at Erie, Pa., or Conneaut, O., with the Ohio river at or near Pittsburgh, and the House committee on railways and canals has made a favorable report on the measure. It is to be hoped, however, that the House will not pass the bill. Such a canal would end nowhere and the scheme is of a worthless kind, having no support from anyone acquainted with lake commerce and especially the ore and coal traffic between the lakes and the coal and iron district in and around Pittsburgh. The idea of a canal in this district competing with railways that enter the very doors of iron furnaces and take on coal from the shafts of the mines is absurd.

There is one bill before the House, however, that should not be lost sight of in the enthusiasm over the great river and harbor triumph. It is the bill providing for a survey of a route to the seaboard, to correspond with the deep water project on the lakes. This bill is also pending in the House with a favorable report from the committee on railways and canals.

Two Ocean Greyhounds.

The White Star line is going to build two colossal twin screw passenger steamships to compete with the leviathans of the Cunard line, now under construction on the Clyde by the Fairfield Shipbuilding Company. Merely the intimation that the White Star line will build is now obtainable at the New York office. The new ships will be bigger than the uncompleted Cunarders, which will measure 14,000 tons, and will be 600 feet long and 65 feet beam, with about 30,000 horse power. The new Cunarders will be guaranteed by their constructors to make not less than 21 knots in the open sea. Of course, to uphold their supremacy on the ocean race track the new White Star ships will have to do a little better than 21 knots.

A circular letter from Commander Nicoll Ludlow, Chicago, says: The fog signal at South Manitou, Lake Michigan, is reported as disabled. Masters of vessels are cautioned that the signal will not be sounded in thick weather until repairs are made, which are now under way. Notice will be given when the signal is again ready for use.

To Regulate the Propeller in a Seaway.

Lake engineers who have often been compelled to stand watch with hands on the throttle in order to prevent some of the big steel boats from injuring themselves by the propeller being thrown out of water while running light in a heavy seaway, will be interested in the following from the Manufacturers' Gazette:

"Damage to steamship machinery is often due to the rapid revolution of the engine when the propeller screw is thrown out of water by the pitching of the vessel. So well is this fact recognized by the engineers of the large trans-atlantic passenger ships, that, during the prevalence of heavy storms, one man is stationed constantly in the engine room to cut off the steam to the engines at each plunge of the vessel, throwing the stern out of water. In order that the slowing of the machinery may be done in an automatic manner, an English inventor has devised an arrangement in which sea water operates the controlling mechanism. The contact making device consists of a tube in the stern of the vessel, connected with the sea, and having a floater acting upon an electric coil. When the water about the stern of the vessel is at a low level, and the screw is uncovered, the water in the tube floats out and the floater falls and the electric circuit is completed. The current acts upon a distributing valve of a governor, admitting steam to one side of the piston and partially shutting the throttle valve, thereby throwing the top and bottom of the low pressure cylinder into communication and equilibrium. When the water rises in the tube, and the propeller becomes immersed, this electric contact is broken and the controlling valves put back to their normal position."

The Light-House Bill.

Now that the river and harbor bill is secure, the attention of vessel owners should be directed to obtaining necessary appropriations for lights, fog signals, etc. The omnibus measure prepared in Cleveland last spring passed the House several days ago, through the efforts of Senator Brice and other members from lake states, and with a favorable report from the commerce committee of the House is awaiting the day when that committee will have a special hearing upon several measures reported recently. Congressmen Taylor, Houk, Brickner and others who are very much interested in this bill are, however, finding their work in connection with it very difficult. Judge Holman's efforts to get appropriation bills, such as the civil sundry act, through the house before bills authorizing such improvements as these aids to navigation on the lakes are passed, may act as a barrier against incorporating the necessary appropriations in the civil sundry act. The civil sundry bill can, however, be followed to the Senate, and efforts of this kind will not, it is hoped, be overlooked by those who have the bill in charge.

Against Free Ships.

At Wednesday's meeting of the Cleveland board of trade Hon. George H. Ely introduced a paper protesting against the passage of the free ships bill, recently reported favorably to the lower house of Congress from the committee on merchant marine and fisheries. Although there is little danger of the passage of this bill in the Senate or its approval by the president, it was thought best to show disapproval of the action of the house committee. On the other hand, there is a general good feeling among the advocates of protection to American shipping on account of the passage in both houses of the bill granting American registry to the big steamers City of Paris and City of New York of the Inman line. The steamboat company agrees to build in this country two boats of tonnage equal to the big liners in return for this privilege. Senater Frye said while the bill was under discussion that one of the new boats, intended to surpass the Cunard liners now building on the Clyde, would be of 12,000 tons and would have a speed of 23 knots. He said further that another line of these great ships would be built for the trade between New York and Antwerp.

Grain at Chicago and Duluth.

Stocks of grain at Chicago and Duluth on Monday, May 9, were as follows:

	Chicago.		Duluth.
	Wheat, bu.	Corn, bu.	All wheat, bu.
In store	7,665,109	1,623,224	9,980,000
Decrease last week	282,230	192,418	2,974,000
Excess over same time last year	5,177,729	638,230	.....

In addition to the above there is 936,247 bushels of oats, 315,742 bushels of rye and 17,356 bushels of barley in store in Chicago.

First Contribution for Lights.

Secretary Keep of the Lake Carriers' Association announces that the Insurance Company of North America, George L. McCurdy manager, is the first to respond to the circular asking the insurance companies to aid in the maintenance of necessary private lights. Mr. McCurdy has sent to Mr. Keep his check for $150, which is the amount of the contribution asked from his company.

A Boat of Many Compartments.

F. H. Briggs of Cleveland, a young man who has had some experience in the coal shipping business, has prepared a model of a boat with compartments or pockets, so arranged at to weigh themselves and unload into a system of endless conveying machinery, which runs along the bottom of the hold and reaches the surface through spouts at the forward end of the vessel. It is the inventor's idea that grain or other freight should be loaded into the pockets instead of the hold of the vessel, the pockets being built upon scales and provided with openings at the bottom, through which the conveying machinery is reached. He thinks the pockets might be applied to vessels already in service, and is of the opinion that the advantage in weighing and discharging cargo in this way will overcome the loss through extra weight carried in the vessel, diminished cargo space and increased cost.

Wrecks and Heavy Losses.

Two vessels, the tug Saginaw and small schooner Vernie M. Blake, are to be recorded among total losses of the season. The Blake, a trading schooner of light value, went ashore at Monroe, Lake Erie, Saturday and was broken up. The tug was burned at Winsor with a valuable wrecking outfit.

A Hardship on Owners of Small Steam Craft.

EDITOR MARINE REVIEW;—I notice in late editions of your valuable paper some discussion regarding the law requiring steamers (meaning anything propelled by steam, whether 5 tons or 5,000 tons) to carry a stern light raised 15 feet above the forward light, and I know of local inspectors on the lakes who, probably on account of a punching up from their supervising inspector or the supervising inspector general, have ordered staffs to be erected in compliance with this law, saying the best way to do away with a law, which in cases of small boats is a hardship, is to enforce it.

It is the opinion of all the owners of all small harbor tugs, (say of less than 50 tons gross or 25 tons net), whom the writer has talked with, that this law is a hardship, and they desire to do something to do away with or modify it, so that the tonnage shall be specified and it will not include small tugs and pleasure launches without cabins or spars, or even with small cabins and no spars. The headlights now on small tugs, etc., are on top of the pilot house, at least 7 feet from the deck; 15 feet more makes 22 feet from the deck, and it would require a pretty heavy stick to hold a lantern at such a distance above the deck. The light would be broken off continually by the seas or jar of the tug jerking on a tow-line, as anyone with a practical experience can testify. It has been suggested that the head light be hung at the bow and then a pole would not have to be hung so high. But if hung over the bow the spray would soon douse it, and if hung high enough up to keep away from the seas, pray what can the man at the wheel see?

The writer was in Boston this winter and visited Lawley's yard and several other yards in South Boston and City Point, and saw scores of steam yachts that did not have the pole referred to, although Gen. Dumont says the law has been strictly adhered to on the coast and will not hurt the owners of small tugs on the great lakes. The writer is a lake captain, as well as manager of four or five small steam craft, which would suffer great disadvantage through the enforcement of this law. I also have a boat that might comply with the law. Local inspectors laugh at the absurdity of the law as applied to small vessels, but the owners of such vessels must suffer the annoyance attending its enforcement just the same. The REVIEW should continue opposition to this law and demand its repeal in the interest of vessel owners of small craft in all parts of the lakes.

A SUBSCRIBER.

Sault Ste. Marie, Mich., May 3, 1892.

MARINE REVIEW.

DEVOTED TO THE LAKE MARINE AND KINDRED INTERESTS.

JOHN M. MULROONEY, ... } PROPRIETORS.
F. M. BARTON, ... }
HOMER J. CARR, - - - Associate Editor and Manager Chicago Office, 210 South Water Street.

Published every Thursday at No. 516 Perry-Payne Building, Cleveland, O.

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The books of the United States treasury department contain the names of 3,600 vessels, measuring 1,154,870.38 tons in the lake trade. In classification of this fleet the lakes have more steamboats of 1,000 to 2,500 tons than the combined ownership of this class of vessels in all other sections of the country. The number of vessels of 1,000 to 2,500 tons on the lakes on June 30, 1891, was 310 and their aggregate gross tonnage 512,787.58; in all other parts of the country the number of this class of vessels was, on the same date, 213 and their gross tonnage 319,750.84. The classification of the entire lake fleet is as follows:

Class.	Number.	Tonnage.
Steam vessels	1,592	756,751.53
Sailing vessels	1,243	325,131.06
Canal boats	703	72,515.42
Barges	62	20,472.37
Total	3,600	1,154,870.38

Tonnage built on the lakes during the past five years, according to the report of the United States commissioner of navigation, is as follows:

	No. of boats.	Net Tonnage.
1887	152	56,488.32
1888	222	101,102.87
1889	225	107,080.30
1890	218	108,515.00
1891	204	111,856.45
Total	1,021	485,042.94

St. Mary's Falls and Suez canal traffic: Number of boats through St. Mary's Falls canal in 1890, 234 days of navigation, 10,557; tonnage, net registered, 8,454,435. Number of boats through Suez canal during 1890, full year, 3,389; tonnage, net registered, 6,890,014.

Entered at Cleveland Post Office as Second-class Mail Matter.

AGAIN in the passage by the House of Representatives of a river and harbor bill appropriating $21,336,975 and providing for a continuance of contracts far more important than the present appropriations, are the shipping interests of the lakes most forcible reminded that it is not their duty to go pleading to Washington for paltry installments in government aid toward the completion of the great works now under way. With the opening of the present Congress a cry went up about a Democratic House pledged to retrenchment and some of the warmest advocates of waterway improvements were about to give up the work of past years and make concessions in all directions, but it can be said without fear of contradiction that the earnest work of congressmen from the lake districts and the great saving to consumers in all parts of the country through the improvements on the lakes was the bulwarks upon which the entire bill rested. For full three days the opposition to the bill entered upon the deep channel throughout the lakes and were it not for the merits of this improvement the bill in general would undoubtedly have suffered a great loss at the hands of Judge Holman and the other "reformers." To vessel owners and others on the lakes the debate, which brought out every phaze of advancement in lake commerce for many years past and which can be secured by writing to any of the members of Congress for copies of the Congressional Record, dates of May 5, 6, 8 and 9, will prove very interesting. To Chairman Blanchard of the river and harbor committee is, of course, due the greatest credit for the passage of the bill. On the lakes the untiring efforts of Congressmen Haynes, Taylor and Johnson of Ohio, Chipman and Stephenson of Michigan, Castle of Minnesota and Simpson of Kansas will be especially appreciated. The bill goes to the Senate with no doubt of its passage by that body and approval by the president.

MICHIGAN Democrats, assembled in convention at Muskegon, on the 4th inst., adopted as a part of their platform a plank setting forth the importance of lake commerce and declaring that the cost of a ship-canal from the lakes to tide-water can be saved to the northwest in less than two seasons. "On this account," says the platform, "we demand in behalf of our people at the hands of the national government a free waterway to the ocean." It would be well if the representatives of both of the leading political parties in all states bordering on the lakes would follow the example here set forth. Discussion on the river and harbor bill which passed the house of representatives last week, showed that there is no politics in the question of improvement of waterways, and that leading statesmen, irrespective of party affiliations, look upon lake improvements as the most important among river and harbor items.

IN the passage of the river and harbor bill in the House the vessel owners of the lakes have reason to feel grateful toward a great number of representatives from northwestern states and not least among them is the Hon. Jeremiah Simpson of Kansas. It often happens that support for measures of this kind is often found where it is least expected, and so it was in this case. Although the influence of the far-famed representative of the Farmers' Alliance may not be as great as that of many other statesmen in the present Congress, it can be truly said of him that in the warm and lasting debate on this bill his experience of twenty-three years as a sailor on the lakes enabled him on many occasions to come to the support of the leaders with arguments that were highly commendable. Mr. Simpson also delivered a speech of some length that showed a thorough acquaintance with the subject.

A Registry of Seamen.

The following from the commissioner of navigation on the subject of registry of seamen explains itself:

Editor MARINE REVIEW:—With a view to making the information of this bureau as complete as possible, and to assist in making its operations as useful to owners of American shipping as practicable, and also with a view to increasing the value and efficiency of American sailors as well as protecting their interests, the subject of compiling a registry of seamen is being considered. In this connection I would respectfully invite your views as to the feasibility of the plan. A register, such as is suggested, would give access to all the sailors at every port.

It would show the average character, qualifications and capabilities of the men.

It would bring the sailor to the ship which wanted him, and do away with Shanghaeing or putting on board kidnaped men who were incompetent.

It would indicate the number of men employed and wanting employment, and thus show the prosperity of the ports and the condition of maritime industry; and it would indicate where wages were higher or lower by the numbers employed.

It would show the nationality of seamen and whether naturalized.

It would be of great advantage to masters, who could obtain a knowledge of where sailors were abundant.

It would prevent delays in obtaining crews.

If convenient and agreeable, I will thank you to confer with such persons as would be interested in the kind of register suggested, and give me the result of such observations at your earliest convenience.

E. C. O'BRIEN, Commissioner.

Treasury Department, Bureau of Navigation, Washington, D. C., May 3, 1892.

The commissioner of navigation would be pleased to hear from any of the readers of the REVIEW on the subject referred to here. With the change on the lakes during the past few years to powerful lake steamers carrying no sail, little knowledge of seamanship is required of the men employed and it would seem that the scheme of the bureau to compile and maintain a registry would prove quite difficult as far as the lakes are concerned. An effort will be made to get information in detail as to the plans of the commissioner, however, and with the aid of vessel owners conditions prevailing on the lakes will be explained to the Washington people.

The London Nautical Magazine in answer to the inquiry of a correspondent as to the names applied to the fourth and fifth masts of a ship, says that there appears to be some doubts as to the proper names to be given. It says that existing nomenclature calls them fore, main, after main or center, mizzen, jigger.

Affairs in Admiralty.

A CHICAGO RIVER COLLISION.

Judge Blodgett of the United States district court, Chicago, recently handed down a decision in a Chicago river bridge case, the title of which is Griswold and others versus the propeller T. W. Snook. "By the libel in this case" the decision begins "the libelant seeks to recover the damages sustained by him as owner of the canal boat Georgia, by reason of a collision which occurred upon the waters of the south branch of the Chicago river, on or about the 9th day of September, 1887, between the Snook and the Georgia, whereby the Georgia was sunk. The proof shows that the canal propeller City of Henry was proceeding down Chicago river about 10 o'clock in the morning of the day the collision occurred with the canal boats Georgia, Illadore and Onward in tow in the order named. That about the time the Henry passed through the Ft. Wayne railroad bridge she sounded a long single blast of her whistle, and at about that time the Snook was coming up the river, and just passing through the east draw of the Sixteenth street bridge. The work of constructing the new bridge was in progress at Eighteenth street, and the west draw of the bridge at that point was obstructed by scows, dredges and other apparatus connected with the construction of a new bridge, so that vessels passing up and down the river were obliged to pass through the east draw of the Eighteenth street bridge. When the Henry was about 200 feet above the entrance into the Eighteenth street draw, she sounded four blasts of her whistle, to indicate danger to the Snook and request the Snook to stop or "hold on" as the witness expressed it. The Snook disregarded these signals, which were repeated at least three times, and came on with no perceptible abatement of her speed until she passed the Henry just at the lower entrance to the Eighteenth street draw. As the propellers were approaching each other the Henry blew one blast of her whistle, to indicate that she would pass on the port side of the Snook, and the Snook responded with a single blast, indicating that she would pass on the port side of the Henry. The Henry did pass close to the east bank or shore of the river at a very slow rate of speed, without having wholly stopped her wheel, and the Snook passed on up the river and struck the bow of the Georgia a severe blow, which caused her to sink almost immediately. I think the fault for this collision lies with the Snook. The Snook had ample opportunity to know, and must be charged with knowledge of the approach of the City of Henry with tows. It is true the officers in charge of the Snook say they did not see the canal boats, but the characteristics of a canal propeller or tow boat are so different from those of the ordinary river boats that the experienced captain of the Snook must have anticipated that the canal propeller had canal boats in tow, and before he got around the point and was abreast of the Henry the canal boats were in plain sight of him, strung out the length of their tow lines astern of the Henry. There was at this time ample opportunity for the Snook to have stopped, and, therefore, have avoided the collision, but I am satisfied that the Snook, while she slowed up her speed to some extent, did not stop, and was moving upward when she came in contact with the Georgia. It is possible, as the witnesses for the defendant say, that the Georgia was also moving, but the Georgia was where she had a right to be. She was clear over on the east side of the draw, leaving ample room for the Snook to pass between the canal boats and the protection piles of the bridge, the draw being over 50 feet wide at this point—and the proof showing that the Georgia was running so close to the dock or piling upon the east side of the draw that the men could have stepped readily from her deck onto the dock. The Snook, therefore, was blamable in not stopping below the draw until these canal boats had passed clear through. The Snook was going up the river and could more readily have stopped than the canal boats could stop. In fact, as the proof shows, with the long tow lines which are used in towing canal boats, as well upon the river as on the canal, it is impossible for the tug having them in tow to stop their headway, and this fact must have been well known to those in charge of the Snook. Hence, knowing that he was to meet and pass these canal boats, the master of the Snook should have stopped his boat and waited until they had passed through the draw before he attempted to pass through; or, at least, if he did not do that, should have kept so far over to the starboard as to have avoided any collision or contact with them. For these reasons I think the Snook is at fault as charged in the libel, and a decree will be entered adjudging the Snook liable for damages.

Judge Brown of the federal court, New York city, recently tried a case that will prove interesting to steamboat masters using tugs to tow their boats out of slips and other narrow places. In hauling a steamship, with steam up, out of a basin it is the usual practice to have a single tug haul her stern foremost on a hawser, the vessel to check her stern-way, if too great, by going ahead on her own engine. The steamship Olinda was being so taken out of the Atlantic basin, New York, when her stern struck one of the piers of the outlet, doing damage for which a libel against the tug was filed. It appeared that her master and a pilot were on the bridge, also that her screw had been going full speed astern for a time before the collision. On conflicting evidence it was held that the master of the steamship, not the master of the tug, was in charge of the ship's engines, and was responsible for the excessive stern-way caused by the steamer's backing full speed astern, which was the proximate cause of the collision; that the navigation of the tug was in no way improper and that the libel against her should be dismissed.

The current issue of the Federal Reporter contains in full the decision of United States District Judge Blodgett in the case of the Illinois Stone Company against the steamer Clyde of Buffalo. The Clyde, which had just taken on a cargo at a dock in Chicago river, swung out into the stream for the purpose of starting on her voyage, whereupon two tugs, each towing a canal boat, approached from opposite directions. As soon as she perceived the tugs, the steamer stopped and swung her bow as far as she could toward the shore. The two tugs passed each other between the steamer and the opposite shore, and their two tows collided. The court held that the steamer was not in fault, but that both tugs were to blame for attempting to cross at that point, and that each tug should bear half the loss.

A tug-boat in undertaking to tow a boat over a bar, the conditions of which are unknown to the tow, is bound to ascertain her draught and not attempt to tow her if the water is insufficient. But when a tow is taken as usual in a long course o dealing, the regular requirements of which, as to draughts, were well known to the tow, and the master of the tug had no reason to suppose that the tow was loaded deeper than allowed, and took her in the best water, in consequence of her unusual draught, grounded, the tug was held not liable.—Judge Brown, United States district court, New York, case of King vs. the Harry and Fred.

Judge Gresham, United States circuit court, Illinois circuit, recently handed down a decision of the court holding that a maritime lien for damages arising from a collision caused by negligent navigation has precedence over the lien of the crew of the offending vessel for wages earned by them on board such vessel before the collision, but is subordinate to the lien for such wages earned after the collision.

Trade Notes.

The Vessel Owners Towing Company of Chicago has placed an order with Pawling & Harnischfeger of that city for three No. 4 Beck steam steering gears.

A new steeple compound engine, with cylinders 11½x20 and 20x20 and a Worthington condenser has taken the place of an old high pressure engine in the steamer Sakie Shepherd. The new engine was built by George W. Marshall of St. Clair, Mich.

It has been decided that hereafter both the Atlantic and Depere of the Grummond line will run to Green Bay from Lake Erie. They will probably make regular ten-day trips and will both take in all way ports. The Flora will continue as heretofore to make weekly trips to Mackinaw.

The King Bridge Company of Cleveland, builders of hoisting machinery, bridges and structural works of all kinds, have secured a contract for the erection of the Illinois Central train shed, in connection with the new depot which that railroad is about to erect at Twelfth street in Chicago. The structure will require some 800 tons of steel frame work. The central arch will have a span of 80 feet, and the side sheds will be each 30 feet wide, making the structure 140 feet wide in all and providing room for six tracks.

The Chicago Lake-line Agents' Association has re-elected T. T. Morford president, and J. C. Evans secretary.

It is Thomas Davis of Detroit and not Thomas Davidson, who is putting down the new inlet pipe for the water works of that city.

In the United States Senate a few days ago a bill (H. R. No. 6,788) was passed establishing subports of entry and delivery at Superior and Ashland, Wis.

A Bay City report says that Capt. James Davidson will probably put down the keel shortly for another big wooden steamer. Three steamers, two consorts and a tug are already under way.

It is intended to launch the new steel steamer Codorus from the yard of the Union Dry Dock Company, Buffalo, Saturday. The Anchor line boats building at Detroit and Cleveland are also well under way.

The steamer Germania and consorts Wyandotte, H. C. Sprague and William Case, recently purchased by Robert J. Hannon and Jeremiah Shampaine, will form the Diamond line with headquarters at Bay City.

Abram Smith is the name of a schooner recently launched at Algonac and owned by Smith of Algonac and Comstock of Alpena. She is expected to carry about 600,000 feet of lumber and will tow behind the Porter Chamberlin.

Capt. F. W. Stenton, last season in the steamer Northerner, has taken command of the Menominee steamer German, which was ashore on Lake Michigan a short time ago. Capt. George Manning succeeds Capt. Stenton in the Northerner.

Soundings taken by Maj. James F. Gregory, corps of government engineers, show 13 feet of water at Racine, 11.3 feet at Kenosha and 13.7 feet at Sheboygan, Wis. A draft of 13 feet at Racine can be secured only under favorable weather.

According to a report from Ludington, the Vermont Central Railway, through the charter of the steamer Flint & Pere Marquette No. 5, is preparing to operate a lake and rail line between the head of Lake Superior and New England by way of Ogdensburg.

Peter J. Cline of Milwaukee and Simeon S. Burke of Chicago, each one-half owner of the propeller Lawrence, transfer that craft to the Northern Michigan Transportation Company for $25,000. The Lawrence measures 447 tons. Cline also transfers three-fourths and Burke one-fourth of the propeller City of Charlevoix to the same company for $65,000. She measures 710 tons.

James Smith was the name given to the passenger steamer Ossifrage on completion of a rebuild recently at West Bay City.

Crosby & Macdonald, Chicago underwriters, have sold the schooner J. D. Sawyer, ashore near Avon point, Lake Erie, to C. W. Elphicke of Chicago for $7,500.

Commercial bodies in all parts of the lakes are protesting against a bill authorizing the construction of a bridge over the St. Lawrence river at Brockville. The bridge would be a decided obstruction to navigation at that point.

Capt. W. E. Rice, owner of the propeller Rhoda Stewart, writes H. G. Trout of the King Iron Works, Buffalo, that the Trout wheel put on his boat has increased her speed a quarter of a mile an hour, towing four barges. Coal consumption is also reduced.

Capt. Charles B. Nichols, who died recently in Detroit, had been a master of lake vessels up to five years ago. He was sixty-six years of age. From Buffalo comes the news of the death of Capt. W. H. Arthur. He had sailed the lakes for forty years and during the last ten years of his life was engaged in the paint business in Buffalo.

E. D. Cummings of Chicago is preparing to fit out the steamer Nebraska and the big tow barge Michigan, now at that port, for service during the World's Columbian Exposition. The Nebraska will be used in the passenger business and the Michigan will be moored at the Fair grounds after being fitted with lodging accommodations.

A double deck, remodeled stern, new engines and new boiler are features in the lake tug Music, recently rebuilt at the Bay City Dry Dock Company. The engine is a steeple compond, 20 and 40 by 30 inches stroke, built by the Marine Iron Works of Bay City, and the boiler is 10½ x 14 feet, built by the National Boiler Works, also of Bay City.

It is expected that the insurance companies doing business on the lakes will pay $3,000 of the $6,500 required for the maintainance of private lights in the Detroit river and at Point Edward during the coming season. Secretary Keep of the reorganized Lake Carriers' Association has talked with the general agents at Buffalo on the subject and has also been in correspondence with the Chicago agents. Losses through the absence of the lights at the opening of navigation have directed the attention of the underwriters to their importance.

In October last the barge William Young, coal laden, foundered in the Straits of Mackinac, while in tow of the steamer Nassau, and her owners were a few days ago compelled to bring suit in the United States district court at Detroit for recovery of $1,500 insurance from the Cincinnati Underwriters' Association. The barge was leaking while in shelter at St. Helena before the accident and tried to make Cheboygan for assistance. It is probably on the claim that a steam pump and lighter should have been sent to the vessel while in the harbor of refuge that the underwriters will base their refusal to pay for the loss.

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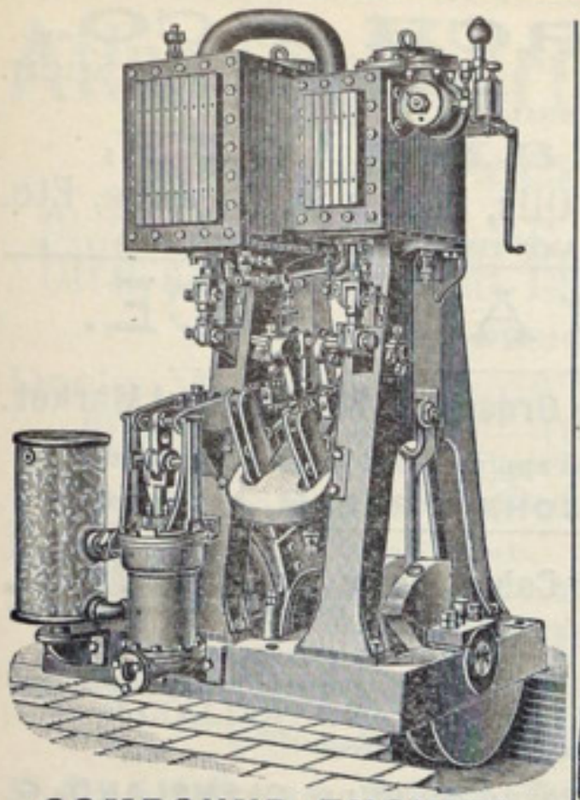

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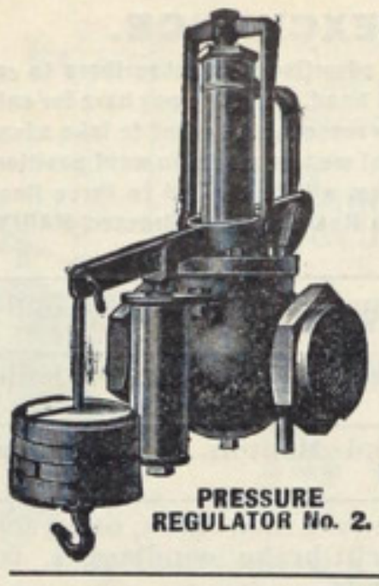

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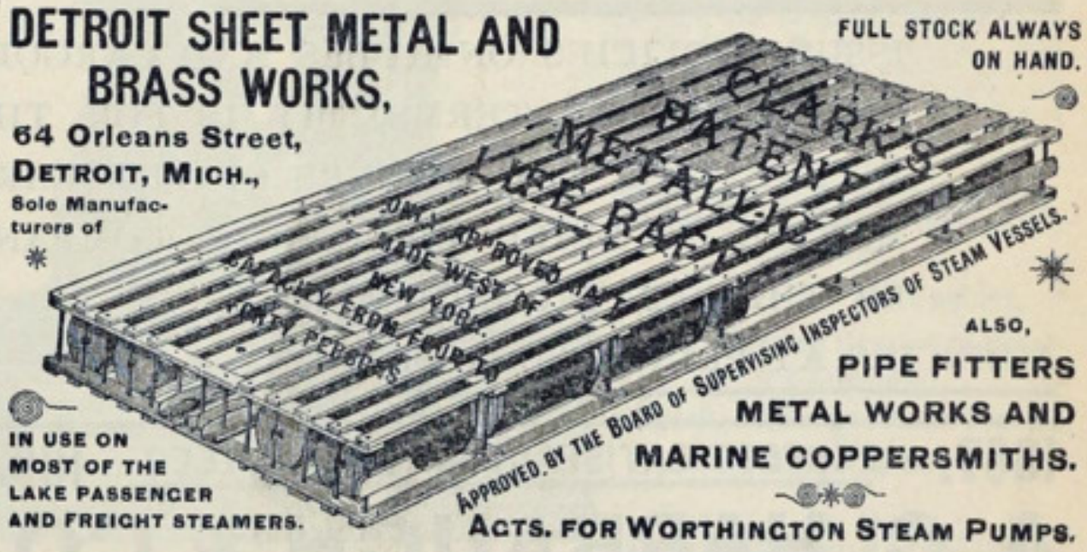
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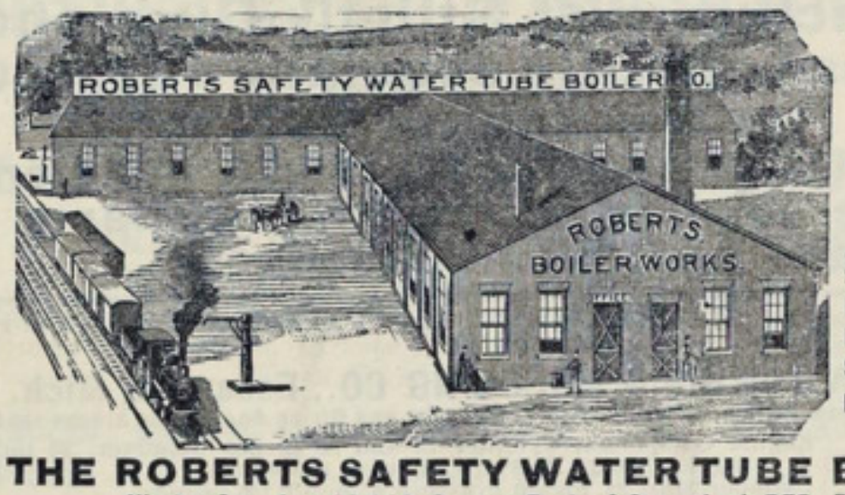

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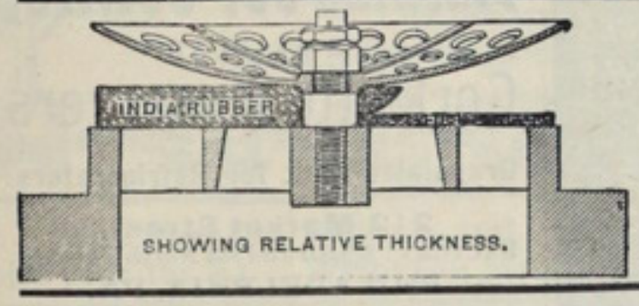

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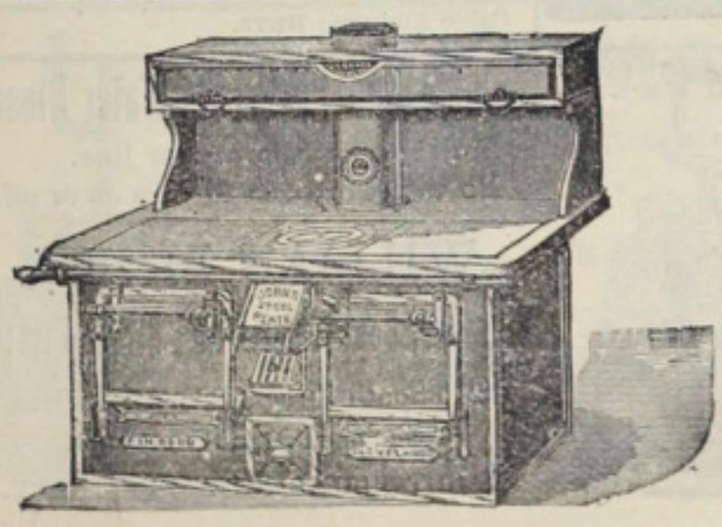

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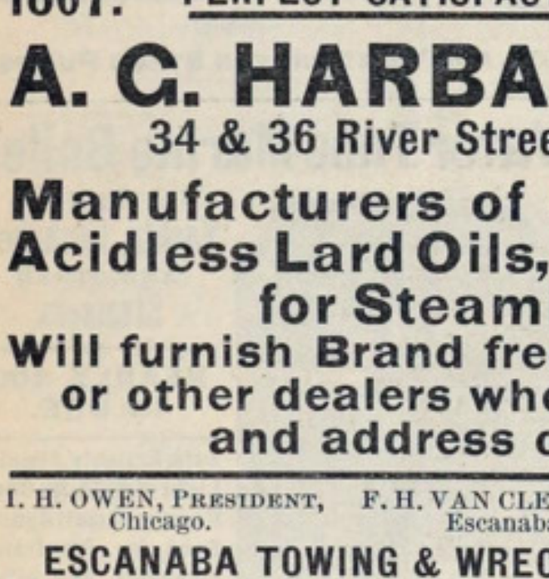

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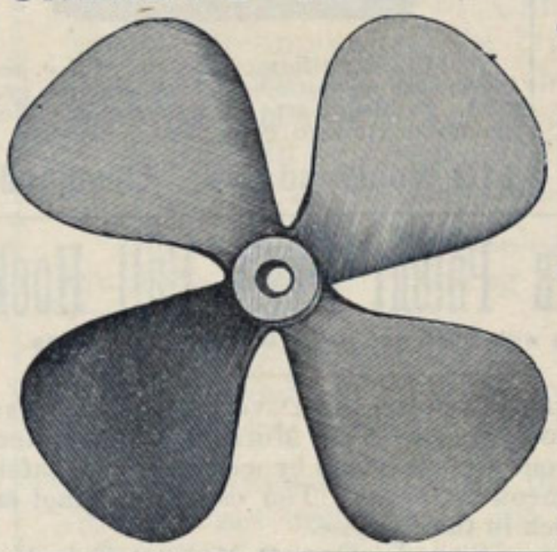

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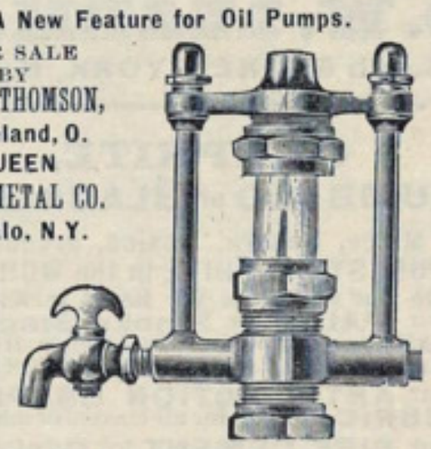

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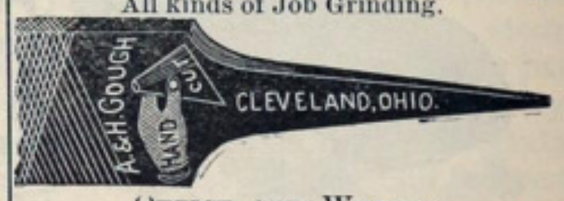

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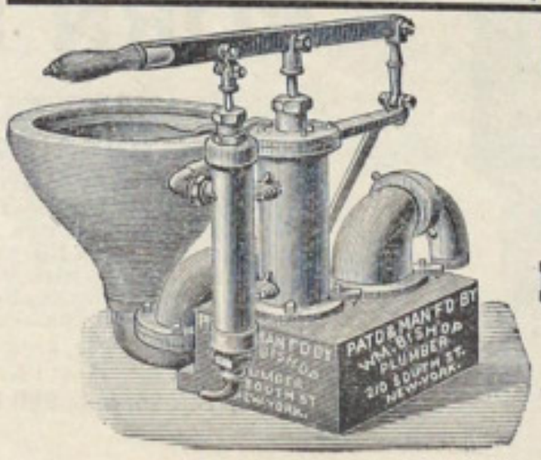

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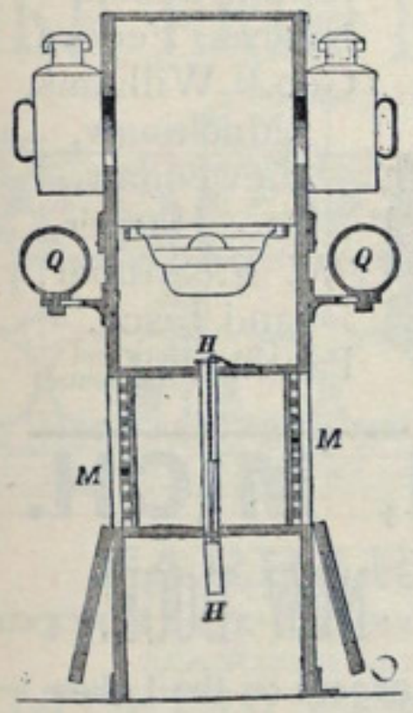

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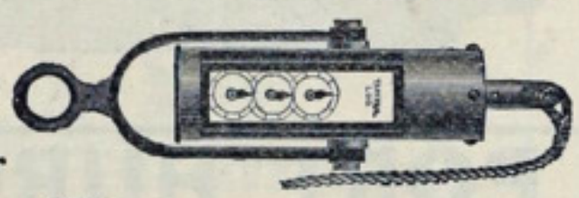

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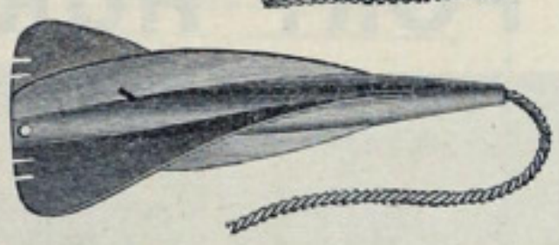

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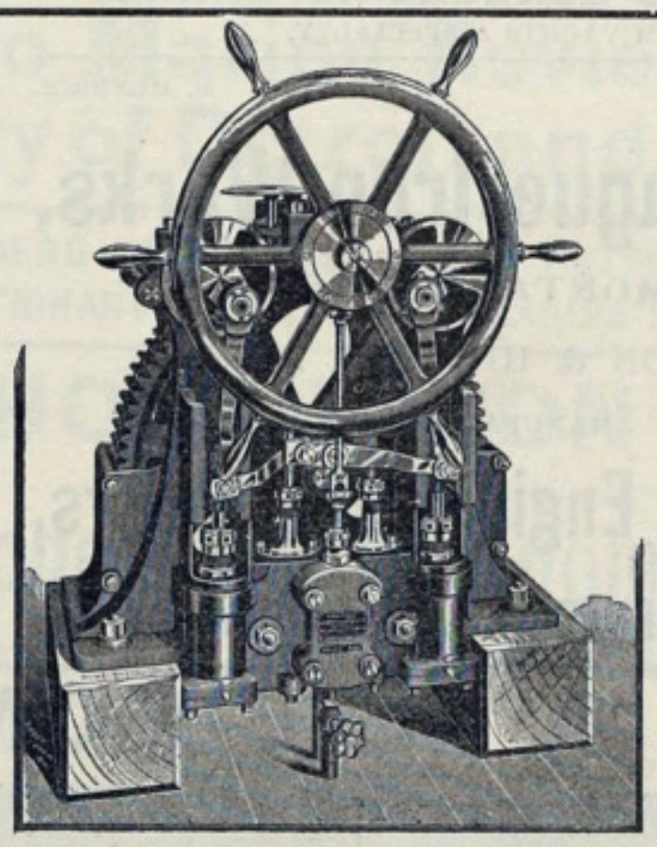

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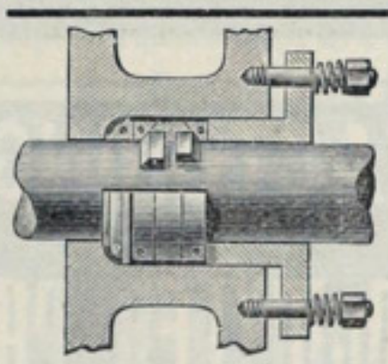

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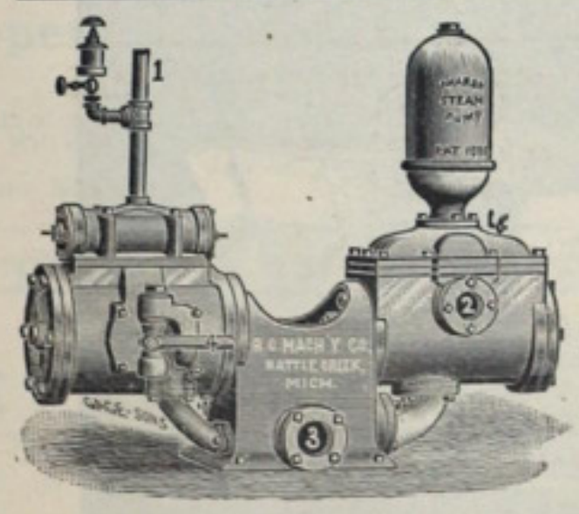

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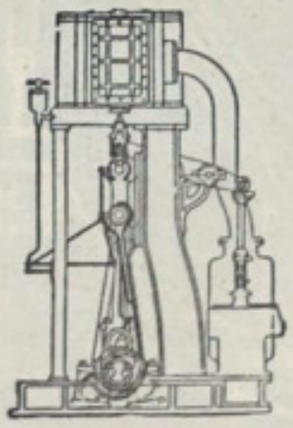

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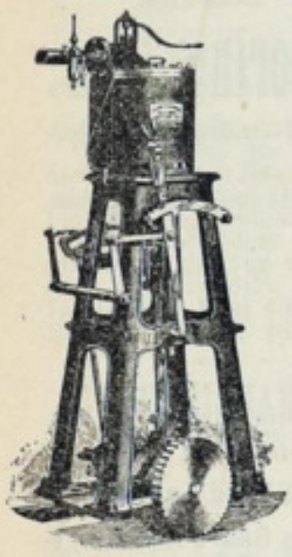

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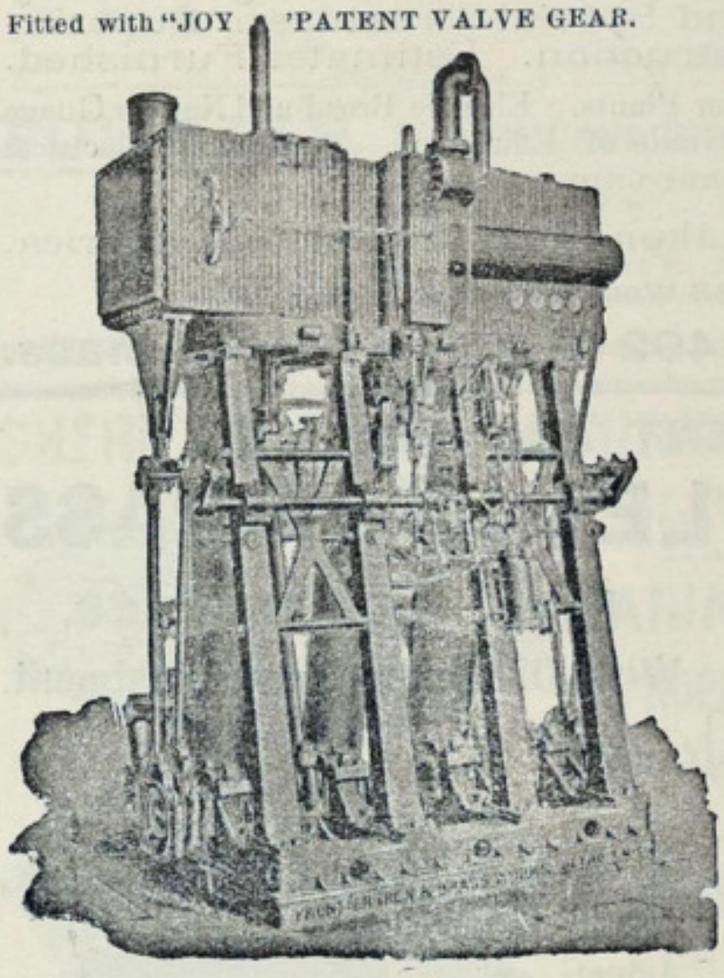

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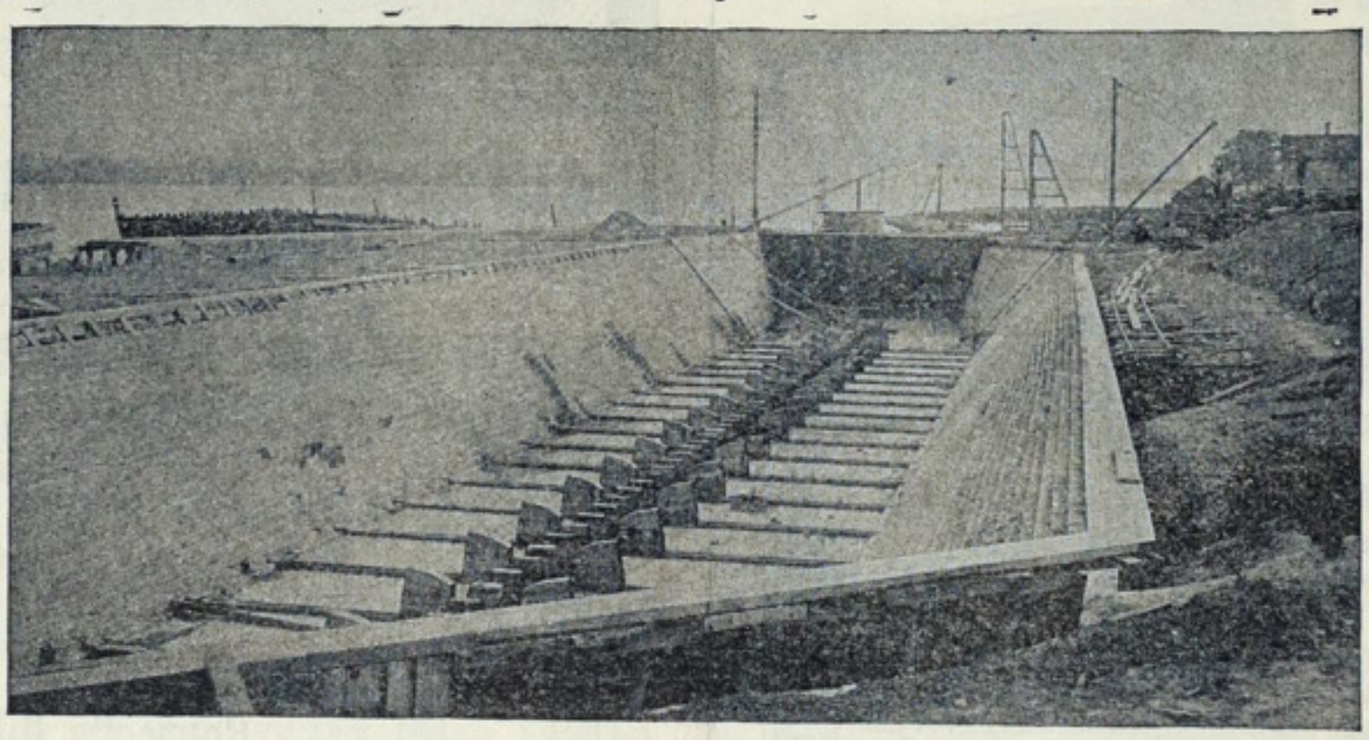

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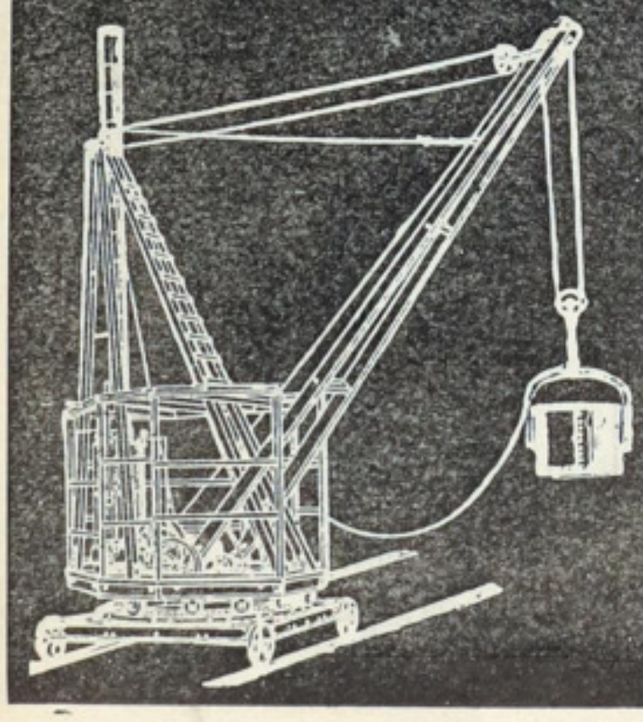

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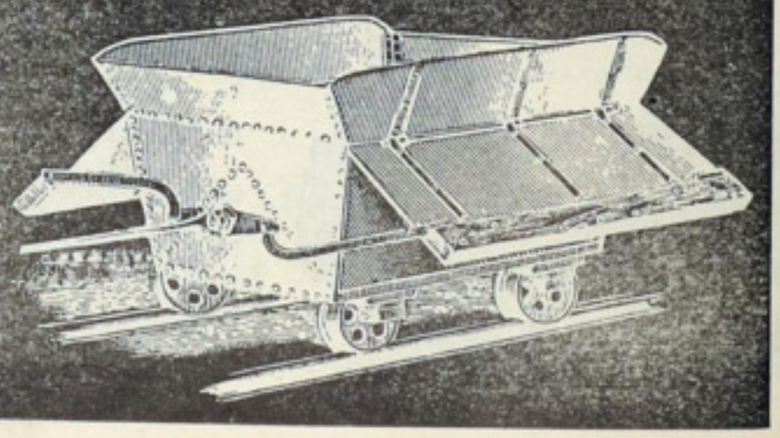

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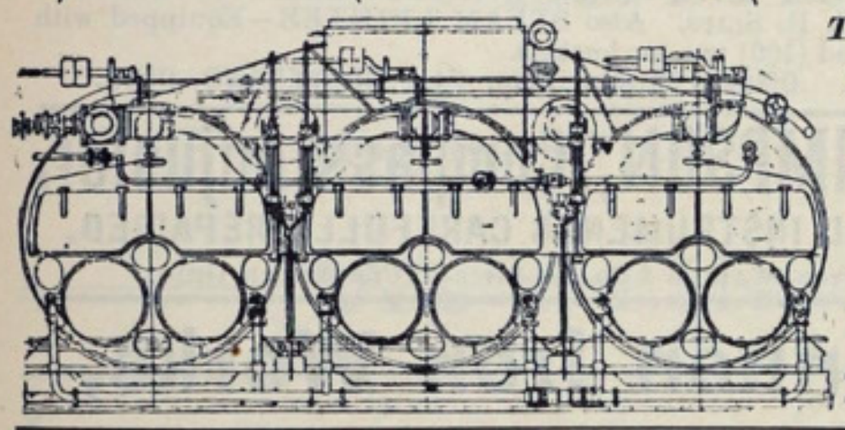

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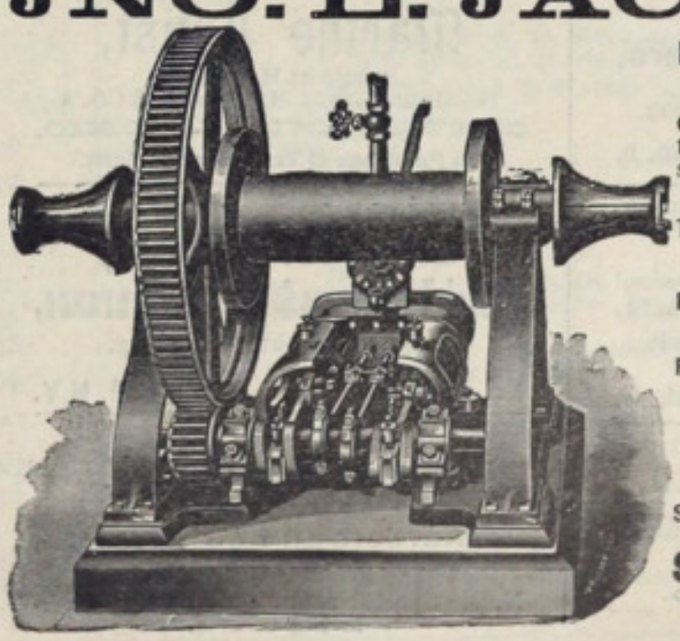

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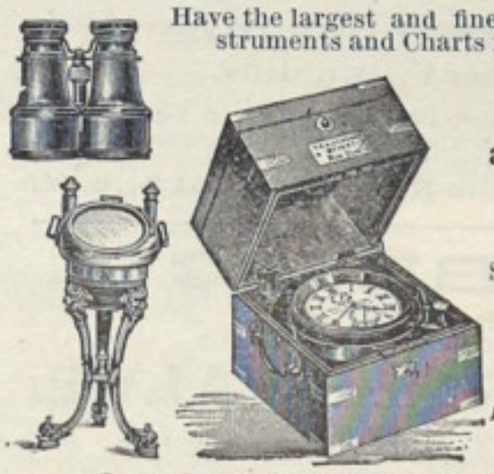

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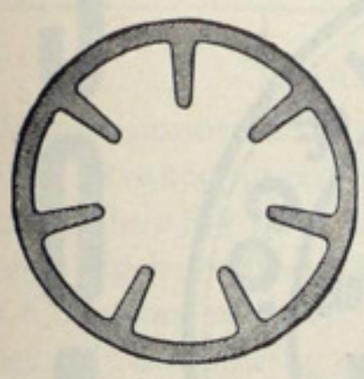

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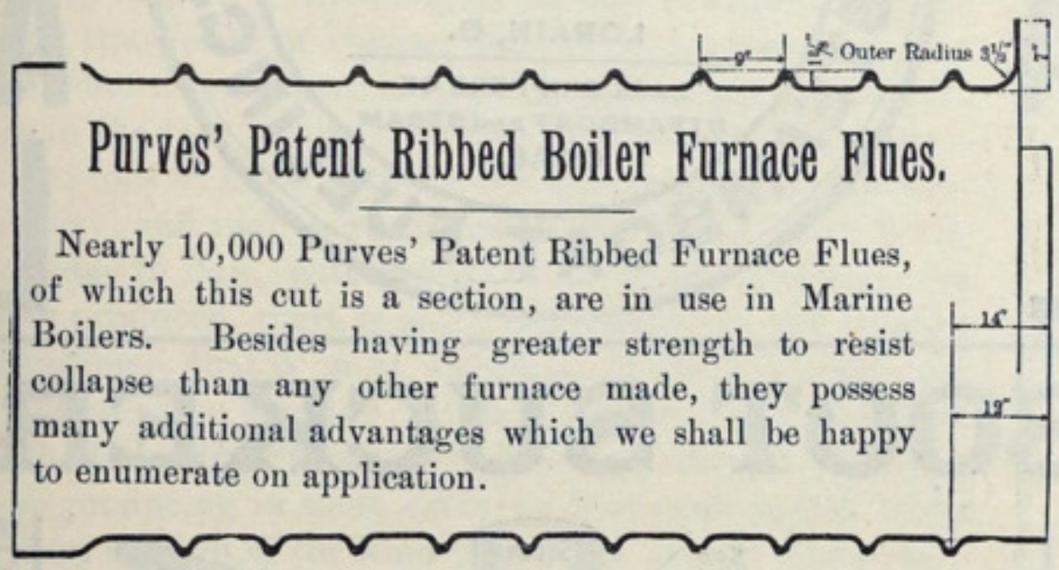

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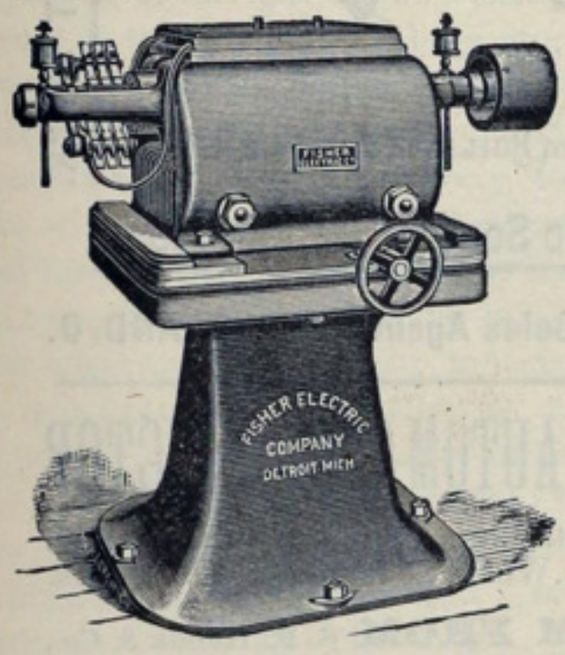

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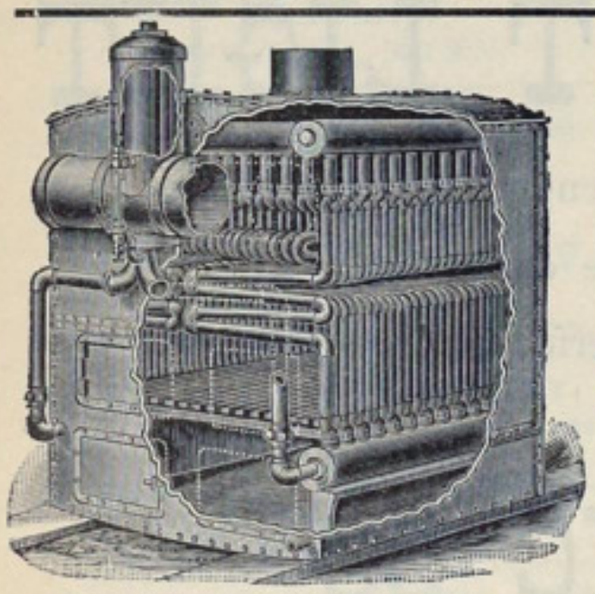

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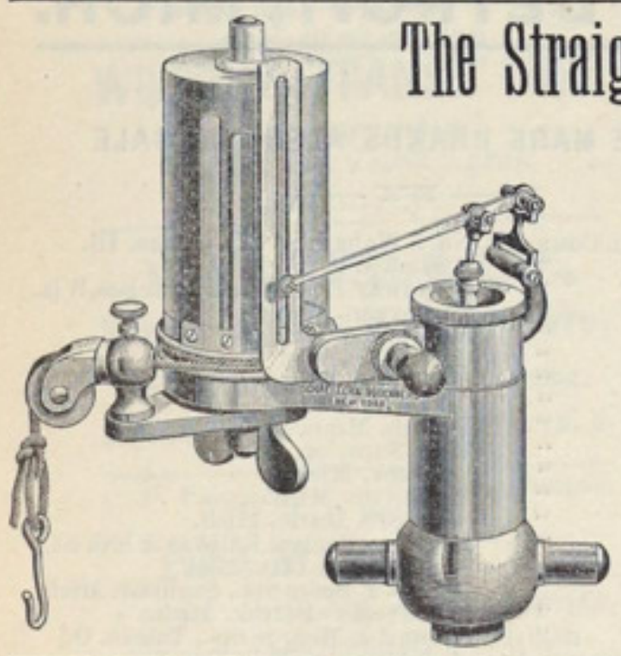

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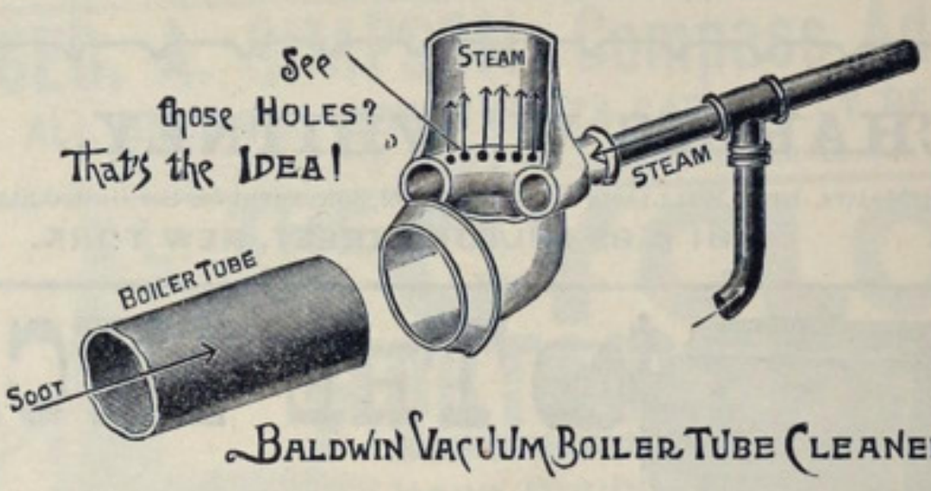

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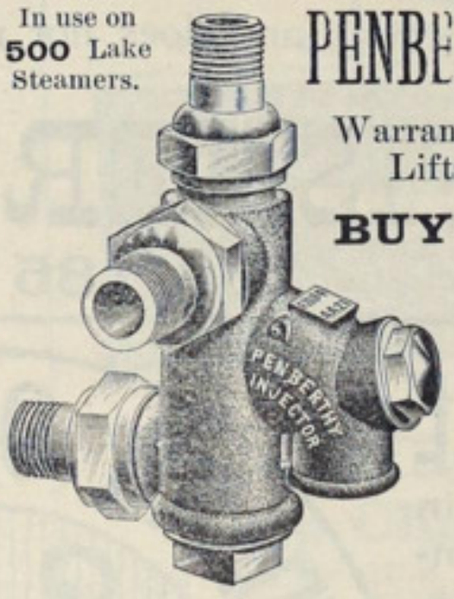

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